

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
New Hampton Train Derailment - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region VII

**Subject:** POLREP #5  
Progress Report  
New Hampton Train Derailment

New Hampton, IA  
Latitude: 43.0368289 Longitude: -92.3805208

**To:** Todd Davis, EPA

**From:** Heath Smith, OSC

**Date:** 9/3/2021

**Reporting Period:** September 3 to September 6

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	Z7FS	<b>Contract Number:</b>
<b>D.O. Number:</b>		<b>Action Memo Date:</b>
<b>Response Authority:</b>	OPA	<b>Response Type:</b> Emergency
<b>Response Lead:</b>	PRP	<b>Incident Category:</b> Removal Assessment
<b>NPL Status:</b>	Non NPL	<b>Operable Unit:</b>
<b>Mobilization Date:</b>	8/27/2021	<b>Start Date:</b> 8/28/2021
<b>Demob Date:</b>		<b>Completion Date:</b>
<b>CERCLIS ID:</b>		<b>RCRIS ID:</b>
<b>ERNS No.:</b>		<b>State Notification:</b> IDNR on Site
<b>FPN#:</b>	E21704	<b>Reimbursable Account #:</b>

#### 1.1.1 Incident Category

Emergency Response

#### 1.1.2 Site Description

On August 28, 2021, a Canadian Pacific (CP) train derailed due to flood waters that washed out a bridge over a side channel of the Little Wapsipinicon River west of New Hampton, Iowa. Initial information was that six locomotives and eight to ten railcars were submerged in floodwater. One or more locomotives discharged diesel fuel. In addition, one of five railroad cars carrying anhydrous ammonia was punctured resulting in a catastrophic release of the tank car's contents.

The New Hampton Fire Department initially responded to the incident and established incident command. Local authorities evacuated a 1.7 mile radius around the scene of the wreck on 8/28, which included 40 people. That evacuation order was lifted at 1400 on 8/29/2021. Air monitoring was established around the wreck area, staging area and near a residential home located less than 1,000 feet south of the scene.

The Iowa Department of Natural Resources (IDNR) is acting as lead environmental agency and federal On-Scene Coordinators are supporting state responders.

#### 1.1.2.1 Location

The location of the train derailment is approximately 3.5 miles west of New Hampton and south of 220th Street in rural Chickasaw County, Iowa. Coordinates of the site of the derailment are 43.0368289, -92.3805208.

#### 1.1.2.2 Description of Threat

Six diesel-electric locomotives with a combined potential volume of approximately 27,000 gallons of diesel fuel and lube oil derailed in flood waters of the Little Wapsipinicon River. (*Note, the total capacity of the 6 locomotives was updated from 36,000 gallons of oil to 27,000 gallons of oil on September 3, 2021. See Section 2.2.2 for further details.*) Sheen and diesel fuel were observed in the flood waters surrounding the derailed locomotives. One rail car containing anhydrous ammonia released its contents to the environment. Four additional rail cars containing anhydrous ammonia derailed with minimal or no observed

releases.

The volume of anhydrous tanker car #5 (SHQX 010501) that was punctured and fully released was reported on September 6, 2021 to be 70,624 kg of Anhydrous Ammonia 82-0-0.

### **1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results**

Initial assessment indicated oil sheen and diesel fuel odors were present in waters of the Little Wapsipinicon River, which flows into the Mississippi River just north of the Quad Cities.

## **2. Current Activities**

### **2.1 Operations Section**

#### **2.1.1 Narrative**

All locomotives and rail cars, including the anhydrous tanker cars, have been removed from the scene of the wreck and staged in a nearby farm field. Environmental response activities continue to focus on containing and collecting oil discharged during the incident.

#### **2.1.2 Response Actions to Date**

Environmental crews continued to focus on containing and removing oil accumulated in areas north and south of the railroad track right-of-way.

#### **September 3, 2021**

Rain fell across the area on Friday September 3, 2021.

Recovery crews focused on the south side of the tracks. A road constructed of timber swamp mats was completed from Ivanhoe Court across the grassy area to the south side of the derailment site. Absorbents pads were utilized to manually recover the free product similar to what was done on the north side. Pads and absorbent boom were also swapped out on the north side. Very little free product remains on either the north or south side of the tracks. Water levels on site have remained stable.

During recovery operations, product was observed weeping out of the fill material where the cranes were working, likely from oil trapped underneath the work pad. The product is currently contained and CP is working on a plan to recover it.

CP reported that a total of 6,800 gallons of diesel/oil had been pumped out of the 6 locomotives. This represents oil that was not discharged but remained onboard the locomotives.

#### **September 4 - 6, 2021**

Over Labor Day weekend regulatory oversight was maintained by IDNR.

CP continued to contain and recover diesel fuel and oil from the surrounding water north and south of the scene. Assessment of impacted areas downgradient of the scene continued with nothing significant identified.

Oil previously identified to have been weeping from the rock work pad installed at the scene of the incident to facilitate response and recovery has subsided. Crews continue to maintain containment and absorbent boom at the location, perform daily inspections, and are prepared to remove any oil that may emerge.

Surface water levels around the incident scene are subsiding, however a ditch on the south side of the railroad right-of-way continued to discharge non-impacted water into the south side pool. To alleviate this issue, CP installed pumps to transfer non-impacted surface water from the east of the derailment scene to the west to further reduce the amount of water flowing into the south pool. By pumping surface water around the scene, CP hopes to reduce the chance for oil to migrate and allow environmental crews to remove stranded oil on the south side of the scene of the wreck.

Rock fill brought in to construct access to the scene and facilitate response and recovery of locomotives and railcars is being removed. Environmental crews have constructed a containment cell to hold any impacted material and are overseeing the removal of fill.

In addition to oil recovery, CP environmental crews continued air monitoring within the vicinity of workers at the site.

#### **2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)**

CP is believed to be the responsible party and has mobilized resources to contain and clean up oil and hazardous materials released from the train derailment.

Anhydrous ammonia that was released from tanker car #5 (SHQX 010501) was owned by CF Industries Sales LLC, 4 Parkway North Suite 400, Deerfield, IL 60015.

#### **2.1.4 Progress Metrics**

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

Diesel Fuel	liquid	6,800 Gallons		TBD
Anhydrous Ammonia	compressed liquified gas	TBD		TBD
Ammonia and flood water mix	liquid	4,900 Gallons	none	non-hazardous
Oily Debris	Solid	TBD		TBD

## 2.2 Planning Section

### 2.2.1 Anticipated Activities

CP will declare the emergency phase of the operation over and transition to longer term soil and groundwater impact assessment.

Crews will continue removing oil from water in the vicinity of the wreck and will progress to lightly oiled areas and areas of oil staining further from the scene. CP assessment crews will assess shoreline down-gradient from the scene of the wreck.

CP plans to construct a dam/underflow dam along the right-of-way on the north side of the tracks between the wreck site and the Little Wapsipinicon River.

#### 2.2.1.1 Planned Response Activities

Rail cars and locomotives that have been staged will be readied to be scrapped. This includes a transloading operation of the three derailed anhydrous ammonia tank cars in the staging area. The three tanker cars will be emptied of product and rendered inert before scrapping. The timeframe given for the transloading operation to begin is 2-3 weeks.

Engineering crews will continue to rebuild the railroad tracks. Estimated date of completion is September 9.

#### 2.2.1.2 Next Steps

Pockets of discharged petroleum will be removed from the water. A downstream assessment will be conducted in an effort to locate any areas impacted by fuel/lubricating oil downstream of the wreck site.

#### 2.2.2 Issues

The total capacity of the locomotives has been updated from 36,000 gallons to 27,000 gallons per information provided by CP on September 3, 2021. They verified that 5 of the 6 locomotives had a maximum capacity of 4,200 gallons of diesel on board. One locomotive had a maximum capacity of 3,000 gallons of diesel on board. All 6 locomotives have approximately 500 gallons of lubrication oils onboard. In summary, CP estimated the total capacity of the 6 locomotives to be 27,000 gallons of oil.

## 2.3 Logistics Section

Logistics is being handled by the Responsible Party.

## 2.4 Finance Section

### 2.4.1 Narrative

The Oil Spill Liability Trust Fund has been opened to pay for costs associated with assessment and cleanup of oil released during the derailment. The new oil project number is E21704. The ceiling of FPN E21704 was initially established at \$25,000 and raised to \$40,000 on September 3, 2021.

### Estimated Costs \*

	Budgeted	Total To Date	Remaining	% Remaining
<b>Extramural Costs</b>				
TAT/START	\$8,000.00	\$3,000.00	\$5,000.00	62.50%
<b>Intramural Costs</b>				
USEPA - Direct	\$20,000.00	\$8,000.00	\$12,000.00	60.00%
USEPA - InDirect	\$12,000.00	\$3,500.00	\$8,500.00	70.83%
<b>Total Site Costs</b>				
Total Site Costs	\$40,000.00	\$14,500.00	\$25,500.00	63.75%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

## **2.5 Other Command Staff**

### **2.5.1 Safety Officer**

Matthew Stokes, contractor for CP

### **2.5.2 Liaison Officer**

None at this time.

### **2.5.3 Information Officer**

Tammie Krausman, IDNR  
David Bryan, US EPA  
Andy Cummings, CP

## **3. Participating Entities**

### **3.1 Unified Command**

As of the morning of 8/31, the New Hampton Fire Department relinquished command of the scene to CP and regulatory authorities due to the absence of potentialIDLH conditions. CP, IDNR and the EPA are coordinating pollution response efforts at the scene.

### **3.2 Cooperating Agencies**

Iowa Department of Natural Resources  
Chickasaw County Emergency Management  
Chickasaw County Sheriff's Department  
Chickasaw County Health Department

## **4. Personnel On Site**

IDNR - 1

CP had 18 environmental response crew working today and 3 assessment crew. In addition to the environmental response, CP has a significant engineering crew on site reconstructing the railroad bridge and railroad tracks that washed out.

EPA OSCs demobilized from the site on September 3, 2021.

## **5. Definition of Terms**

No information available at this time.

## **6. Additional sources of information**

### **6.1 Internet location of additional information/report**

<https://response.epa.gov/newhamptontrainderailment>

### **6.2 Reporting Schedule**

Pollution Reports will be issued as needed.

## **7. Situational Reference Materials**

No information available at this time.